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Address THE COMMERCIAL, Pittsburgh.

LOCAL NOTICES.

Daily Prayer Meeting

(From 11 to 12 M. at the Methodist Church, Fifth street, next to the Seventh office.

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Ladies' Hosiery, the best ever sold.
Children's Hosiery, all the best.
Gents' Hosiery, the best ever sold.
Better goods cheap in proportion.

Patent Medicines.

For all genuine Patent Medicines, at low prices, go to McCance's, 6 Market street, and you will save money.

At Baker's,

Is a great variety of
Handkerchiefs,
Unbleached Muslins,
Bleached Muslins,
Ticking, 10 to 20c.
Denims worth Shooting, 25c.

Havana Tobacco.

Yara, New York State, Connecticut Leaf Tobacco, Cavendish, Fine Cut, Plug and Smoking Tobacco, for sale at Wholesale and Retail by Daniel F. Dimick, 84 and 86 Wood street, Pittsburgh.

Linen Handkerchiefs, 10 and 12 1-2c.

Linen Handkerchiefs, wide unstitched, 5c.
Gents' Linen Handkerchiefs, wide and colored, 5c.
Children's Linen Handkerchiefs, white and colored, 5c.
Cheap at Baker's.

Harvin's Patent French Crackers

Are extremely the most tender and delicious Cracker ever made. A Limited Supply is now offered, for sale at wholesale and retail, at the Bakery and Confectionery, 69 Liberty street.

Dry Goods at Wholesale.

We are offering our Stock of Bleached and Brown Muslins, Prints, Ginghams, Cassimeres, Jeans, Flannels, Shirting Flannels, Linens, Ticking, &c., at the lowest cash prices, at the Wholesale and Retail Dry Goods House of J. W. Barker & Co., No. 56 Market street.

Linen Coats, $4 to.

Linen Coats, $4.
Linen Coats, $5.
Linen Coats, $6.
Linen Coats, $7.
At Baker's.

Buggies.

At E. S. & S. Wetherill's, 139 Smithfield street, and 140 Second street.

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IS ISSUED EVERY MORNING, EXCEPT SUNDAY, AT THE OFFICE, 70 FIFTH STREET, PITTSBURGH, PA.

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NEWS SUMMARY.

BY TELEGRAPH.

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Australian dates of March 6th state that Prince Alfred's visit to Sydney was more successful than was to Melbourne. Heavy gales and destructive floods prevailed in the colony. Very disastrous bush fires occurred in the country and nearly every station was destroyed. Many persons were burned to death. Many cattle and horses were destroyed. Sheep escaped with the loss of their fleeces. The Legislature was engaged in the consideration of the Confederation question.

A fire broke out in one of the stock yards adjoining to the Great Western establishment of Swinton & Gooch, on Wednesday night, by which a large quantity of hay was burned. The fire spread to the stables of Mr. Swinton, which was also destroyed, with a number of horses and cattle. The loss is about $10,000, on which there is an insurance of $5,000.

The Senate and House of Representatives of Virginia, on the 9th inst., passed the bill to repeal the charter of the Richmond, Fredericksburg and Potomac Railroad Company, and to transfer the property to the State. The bill now goes to the Governor for his signature.

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VOL. V. PITTSBURGH, FRIDAY MORNING, APRIL 17, 1868. NO. 185.

FIRST EDITION.

12 O'CLOCK, M.

WASHINGTON.

THE IMPEACHMENT TRIAL.

The President's Defense.

Witnesses to Prove His Intentions.

The Proceedings in the Thomas Case.

A Tennessee Stamper on the Stand.

Special Dispatch to the Commercial.

WASHINGTON, April 16.

The day has been devoted by counsel for the defense to attempting the introduction of evidence to show that the intent of the President in removing Secretary Stanton was to test the question involved in the Courts, and he on finds in the evidence the circumstance which prevented Mr. Johnson from getting the case of Thomas to the Supreme Court.

At the opening of the court, Mr. Sumner submitted a motion designed to test the sense of the Senate upon questions regarding the rules for admitting evidence, which occupied so much of its attention since Saturday. The effect of his proposition would be to admit all the evidence offered, without much regard to the usual rules of the court. A motion was made to lay the subject on the table. No debate ensued and the latter motion was carried by yeas 35, nays 11, nearly all in the negative being Republicans, namely: Anthony, Fowler, Grimes, Morton, Patterson, of Tennessee, Sumner, Sherman, Van Winkle, Willey and Wilson.

Mr. Evarts announced that Mr. Stanbury was still unable to make his appearance, and although counsel had not had the advantage of consultation with him, they would go as far as possible, and then ask for an adjournment. The first witness was a lawyer of this District, named Coz, who acted as counsel for Thomas at the time of his arrest. He was produced to give the substance of conversations with the President upon the subject of getting Thomas's case after Stanton had made the case further, into the Supreme Court. The managers objected to his regarding the declarations of the President made after the case in question had been decided, and does not now propose to leave for Fort Laramie until Saturday.

DEATH.

The Secretary of the Treasury this morning received a telegram from Galveston, announcing the death yesterday of Oscar Miner, Collector of Customs at that port. He was a son-in-law of Hon. L. D. Campbell, of Ohio.

DENIAL.

Special Deputy Collector Field, who was suspended from office at Brownsville, Texas, on charge of fraud, has officially denied them.

DEMOCRATIC CAUCUS.

The Democratic members of Congress held a caucus this afternoon to consult as to what course they should take on certain political questions.

MARRIAGE.

General John Bidwell, Ex-Congressman of California, was married to-day to a daughter of James C. Kennedy, of Washington.

ANOTHER HORROR

Frightful Accident on Erie Railroad

Four Cars Thrown Down a Precipice.

One Car and Sixteen Passengers Burned Up.

Thirty Killed and Sixty Wounded.

One of the most terrible railroad disasters on record occurred Wednesday morning at four o'clock at Carr's Rock, on the line of the Erie Railway, fourteen miles above Port Jervis. At the scene of the accident, the bed of the road is cut in the side of the bluff overhanging the river. The ledge on which the track runs is very narrow, and the consequence was that the cars, which were thrown off the track by the breaking of a rail, and down an embankment seventy-five feet, were broken into fragments, thereby greatly increasing the loss of life.

The train to which the accident occurred left Buffalo at twenty minutes past two o'clock Tuesday afternoon in charge of conductor Todd and Charles Douglas, superintendent of the division, and consisted of an engine, tender, three sleeping, two first class and one second class, two baggage and one postal car. The train proceeded on its way, making the usual stoppages until evening, when the passengers in the sleeping cars retired for the night. At three o'clock Wednesday morning Mr. Amos and Mr. Stanton, of the general postoffice at Washington, who were in the sleeping car next to the last one, on the platform of the car, saw the bell rope straighten out and break in two, when Mr. Judd immediately remarked to one of the officers that "the bell lost its rope." They ran to the platform of the car, when the four rear cars were seen rolling down a precipice from seventy-five to one hundred feet high.

The theory is that a rail broke about four feet in front of Carr's Point, the engine and five cars passing over the fracture safely, the forward truck of the sixth car then got off the coupling parting. This car was followed by the next, and so on, the whole of the rear train precipitated, when coming in contact with some obstacle it was thrown down the precipice, dragging the others with it to the river's edge. The train was going at the rate of twenty to twenty-five miles per hour.

The cars which escaped were three passenger cars, one postal car and one freight car. These threw over their cliff were all passenger cars. Of these there were four, two first class and one second class. On reaching the foot of the bluff, two cars were found to be in the river, and one, the last one, on fire. There were over two hundred passengers on the train.

Mr. Blakely, of Ocean, New York, who was in one of the cars that went down the embankment, says: All the cars that went down, the engine and tender included, were completely demolished, and all those who were occupying them were killed outright or badly injured. Twenty-five to thirty have been taken from the ruins dead, and a number wounded. The rear car took fire from a stove and was entirely consumed. Those who were not killed outright, or so badly injured as to render escape impossible, were burned up. There were in all seven cars thrown below the track, and before the fire broke out I was enabled to count thirty-four bodies. I was sleeping also upon the car that took fire, and the flames were speedily extinguished. The catastrophe, of course took place in the darkness of the night, and the confusion and terror was attended with heart-rending scenes. Words cannot describe the agonizing shrieks and groans of the wounded and dying.

Mr. G. P. Hollenback, of Mendo, Illinois, while in the front of the three sleeping cars, was thrown out by the concussion, and fell down the embankment, a distance of about seventy-five feet, and had a rather miraculous escape from death. He was considerably bruised about the face and body, but not seriously injured. He was assisted in getting up the embankment and to the road by a brakeman, and when he reached the top he found a few passengers who had escaped with their lives, and a number of others who were wounded. Among the latter was Mr. Hollenback's son, who was severely injured in the head and shoulder. Mr. Hollenback was unconscious of the fate of his son, and was greatly distressed when he found him among the wounded. The son had not recovered consciousness at last accounts, and it is feared that he will not survive the shock. The car had rolled on an inclined plane down a bank, and stopped at a distance of about one hundred feet from the track. Mr. Hollenback says that the cars were crowded with passengers, and that the scene which followed the accident was heart-rending in the extreme. Many of the passengers, as the cars were rolling down the embankment, were thrown out, and others were pinioned in the wreck, and were burned to death before the eyes of those who were powerless to render them assistance. Mr. Hollenback says that he was thrown out of the car in which he was sleeping, and was rendered insensible for a few minutes. When he recovered consciousness he found himself lying on the ground, and was unable to move. He could hear the groans of the dying and wounded, and could see the flames bursting from the windows of the cars. He was finally assisted

The Daily Commercial

FRIDAY, APRIL 17, 1868.

THE COMMERCIAL is the largest daily paper in the State, and goes daily one fourth more reading than any other paper in Pittsburgh. It is the only Pittsburgh paper that uses the telegraph liberally, gives full market reports, and all the news of the day.

In proof of the ultimate placing on the market reports of the COMMERCIAL, we will state that they are regularly copied by the New York Herald, Shipping List, Iron Age, and other papers of this character in that and other cities, and that leading English commercial papers and circulars regularly receive them with credit. There is within the hundred miles, hardly an Iron Factory, Oil Refinery, or leading manufactory of any kind that is not a subscriber to the COMMERCIAL, principally because its reports are the only full and reliable given of the Pittsburgh markets.

CROP AND FRUIT PROSPECT.

Our friends everywhere will confer a favor by writing us briefly concerning the grain and fruit prospect, and the farming and business prospect generally. We shall be obliged for any item of local interest that may be within their knowledge.

We publish this morning the first of a series of articles on Pittsburgh Manufactures. What will follow will relate to the different branches, and the articles will be carefully written with the view to imparting information to the public and advancing the fame of our city as the first manufacturer in metals on the continent.

A Memphis correspondent says: "It is well known that the members of the legislative committees are in regular receipt of their per diem, and frequently receive a little extra. Some members are said to receive as much as $100 per month, and all the time they are not actually engaged in the discharge of their duties."

And we have reason for saying that what is actually said and done is frequently kept out of the *Record*. Such a thing as a faithful report, even in the most liberal sense, is not known at Harrisburg.

We conclude that telegraphy is yet in its infancy, and very weak at that. The accident on the Erie road took place early Wednesday morning; the particulars were published in New York and throughout the East the same afternoon, but beyond a three line report, pronounced doubtful, not a word was known in the West. We received the account by mail earlier than by telegraph.

The Senate paid a deserved tribute to expeditionary and staff officers when it unanimously elected Maj. Gen. Hartranft to the office of Auditor General. Gen. Hartranft has made this office one of honorable distinction by his superior management of its affairs, and his promotion to the Governor's chair will be a source of gratification to the people of the State. His election now to a county office, and the promotion to the Governor's chair, is a high compliment to the ability and integrity of the man. His election now to a county office, and the promotion to the Governor's chair, is a high compliment to the ability and integrity of the man. His election now to a county office, and the promotion to the Governor's chair, is a high compliment to the ability and integrity of the man.

Senator Wharton has an estimable gentleman and a faithful representative. The Senate in honoring him with the Speakership honored itself.

We are glad to know that General Hiram Ward has consented to be a candidate for a renomination to the Senate. The Republicans of his district, we conclude, value his services to his constituents too highly to think of placing any other candidate in the field so long as the General will consent to represent the district. His absence from the Senate, from any cause, would be a loss to the State, and the interest attaching to the nomination extends far beyond the limits of the district. Men like General Ward cannot well be spared from the public service. His experience as a legislator, and his tried fidelity, make him public property. We hope to chronicle not only his nomination but election.

Two heart-sickening accident on the Erie Road, and the burning of fifteen or twenty, perhaps twice that number of persons, is another terrible admonition on the subject of warning cars. Reading alive has come to be the inevitable incident to a certain percentage of all who travel by rail. Within the year probably hundreds of persons have suffered such a fate; but we hear of no progress toward a reformation in the manner of warning cars, whereby the danger will be removed. Breaking of rails and accidents from similar causes cannot be prevented, but roasting alive can, and if the managers of roads will not voluntarily secure passengers against the danger, then legislation should compel them. Certain of the New Jersey roads dispense with stoves and warm their cars with steam from the locomotive, and we presume every road can do the same thing.

Rumors we have placed little confidence in the statements put forth by correspondents relative to the position of Chief Justice Chase in political affairs, but when one of his organs, the *Independent* and its editor, THEODORE TILTON, throw him overboard for implied apostacy to party, our faith in the Judge is shaken. Mr. TILTON has recently been in Washington, and had his eyes and ears open as usual, and the result is that, while he does not pretend to give the views or purposes of Mr. CHASE, he is constrained to unequivocally recall the *Independent's* long maintained nomination of the Judge for the Presidency. While holding it to be an evident fact that Mr. CHASE no longer fakes his political fortunes with the Republican party, Mr. TILTON does not credit the story that he has actually gone over to Democracy; yet the Republican party can "no longer with propriety look to Mr. CHASE to be one of its leaders, and least of all to be its chief." Mr. TILTON says:

> A short time ago, we thought that the general drift under this journal could allow to the coming Chicago Convention was Mr. Chase himself. Whether he was privy to any part of it, or that he countenanced the slightest departure from right, we do not pretend. Nevertheless he has not maligned. The Philadelphia *American* comments as follows:
>
> [Here follows a long quotation of Tilton's remarks, which we omit.]
>
> What is here alleged to be a white lead conspiracy is a single instance of a general trend of sentiment in the Democratic camp. But there is no room to believe that these results were produced by the influence of Mr. Chase. He has not been in Washington for months, and is not likely to be there for months to come. He has not been in public life since the close of the war, and has not been in public life since the close of the war. He has not been in public life since the close of the war, and has not been in public life since the close of the war.

Senator WADE HAMPTON is not a Democrat, but a Secessionist, and he is not a Democrat, but a Secessionist, and he is not a Democrat, but a Secessionist, and he

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THE HOUSEKEEPER.

Cold Weather.—There are not many people who object to eating cold beef, but there seems to be a popular prejudice against cold mutton. As far as taste go, when two or three persons have dined off a leg of mutton the day before, no amount of parsley, let it ever so early and fresh, can make it look nice, but as a matter of taste, cold meat, be it beef or mutton, is by no means devoid of merit at certain seasons, and with a proper accompaniment of salads, pickles, and sauces, quite to be prefered, a cold joint should not be rejected until it is cold the joint of yesterday's dinner is quite a different affair. It is not everybody who can indulge, however, in such a profusion of taste, (even a leg of mutton, it must be cost, and made to go as far as possible to furnish the second and even the third day's dinner. If you wish to be very economical with a leg of mutton, pre-cooked cases it pretty much as you do a ham, that is, have the meat first put in for twenty minutes into a vessel containing boiling water, take it out and sprinkle some salt and a little flour over it, and put it to roast for twenty minutes before a good fire, basting frequently with some dripping melted for the purpose. The result will be a very fair second edition of roast leg of mutton. Some, however, may object to serving mutton after the fashion of ham, and in that case a hash, or a mince, are the only ways of turning cold mutton to account, but there are many ways of hashing mutton and others meats, and of mincing them, too. The great desideratum of a second hand dish, so to speak, is, that it should not taste as such. Nothing is more abominable that the bad taste which is so prominent in the attempts at warming up cold meat, which your plain cook is pleased to call all minced veal, hashed mutton, etc. The only means to avoid that taste is to remove carefully from the cold meat you are going to use every part that has seen the fire, as well as gristle and fat. Cut every slice by carefully trimmed, and let them all be as near as possible similar in size and shape. Then make your hash, and, even if you are not expert at concocting sauces and spices, at any rate it will not have a warmed up taste. The following are various formulæ for warming up mutton and other meats:—

1. Cut an onion in slices, and fry it in butter till it assumes a deep brown color, then put in a tablespoonful of flour, and when it is well amalgamated with the butter add a little less than half a pint of stock broth, or even water previously warmed; stir a few minutes on the fire, and then proceed to flavor your sauce with walnut or mushroom ketchup, tomato sauce, spices, and pepper and salt, in such proportions as taste may suggest and practice will teach. A little tarragon vinegar may be put in if the sauce is not of a sufficiently deep color. When the flavoring is completed, strain the sauce through a fine colander into a saucepan, and place in it your slices of meat. Keep the saucepan at a moderate heat till it is time to serve, and send up your hash with a garland of fried sippits, fried in butter, round it. The longer the meat lies in the sauce the better will your dish be.

2. Rub a saucepan with a piece of garlic put in it a piece of butter and some flour, which you must continue to fry to make melted butter, (suppose your sauce to be with a sufficient quantity of stock or broth, and a certain allowance of vinegar, not too much; spice, pepper, and salt, etc., to taste; strain and lay your slices of meat in it. Heat an hour before serving, put in some pickled gherkins cut in slices or any similar things, and when they are thoroughly warmed, serve, with or without bread sippets. Capers may be used instead of gherkins.

3. Proceed as in either of the above receipts as far as the butter, flour and onions are concerned, then add to your sauce a moderate allowance of mustard, then add the stock and a sufficiency of white or red wine, season with ketchup, spices, pepper and salt, strain, and put in the meat, covering with pickles or not, according to taste. Beef and pork are best warmed in this way.

4. A homely mode of warming cold meat is in this wise:—Fry some slices of onion in butter, and when they begin to take color put in rare slices of meat, pepper, and salt, and a little of lime juice or frying till the onions are thoroughly done and the meat warmed, then add a small quantity of vinegar and serve.

Minced parsley may be added to any of the above dishes with advantage.

5. If the state of the joint you have to work upon will allow it, cut your slices the thickness of your finger, trim them all nicely, so now as possible the same shape, then dip them in egg, and cover them with a mixture of bread-crumbs powdered, sweet herbs, pepper and salt in due proportion. Let them rest a couple of hours, and egg and bread-crumb them again; then fry them in plenty of lard till they are of a nice color. Serve either of them alone with fried parsley as an ornament, or with any sauce, such as tomato, etc., which taste may suggest. Cold veal or pork may be dressed in this way under a hot kettle-cover-lid. Of course it is necessary to carve out these warmings up, that the cold meat should not have been too heavily trimmed when it first appeared on the dinner table. When a joint has not enough left upon it to cut nice slices, then mincing is the best way to utilize it.

HATS AND CAPS.

E. R. WILSON,

118 WOOD STREET,

SECOND DOOR ABOVE FIFTH ST.

DEALER IN

HATS, CAPS, FURS, AND STRAW GOODS.

1868. APRIL. 1868.

WHOLESALE.

R. H. PALMER,

84 Wood Street,

HAS JUST RECEIVED A LARGE AND WELL SELECTED STOCK OF

MEN'S AND BOYS' HATS,

ALL THE LATE STYLES OF

Ladies' Bonnets, Misses' Hats,

RIBBONS,

AND

MILLINERY GOODS.

Having a resident buyer in the East our facilities for securing the

LATEST NOVELTIES

IN MARKET,

Are unsurpassed by any other house in the West.

NEW GOODS

RECEIVED DAILY.

INSURANCE.

Ben Franklin Insurance Company, OF ALLEGHENY, PA.

A HOME COMPANY, managed by Directors well known in this community, and whose character for prudence and integrity is a guarantee of fair dealing.

HENRY IRWIN, President.
GEO. D. RUSSELL, Secretary.

Directors.

Henry Irwin, Jas. H. Dickson, Henry Gregg, Geo. D. Russell, Joseph Fleming, Robert Smith, Jr., Jas. Marshall, Wm. Robinson, Jr., Jas. Park, Jr., Wm. Thaw, Jr., Jas. Scott, Jr., Jas. Laughlin, Jr., Wm. Phillips, Jr., Jas. Bissell, Jr., Jas. Brooks, Jr., Jas. Hamilton, Jr., Jas. Lowrie, Jr., Jas. Bredin

The Daily Commercial

CITY MATTERS.

The Lecture.—The lecture to-night will be the last one of the course.

To Denver.—Justice John F. Hunt, of East Birmingham, will in a few days, remove his office to a point west of the Rocky Mountains.

No Commission.—Justice Adams's commission having expired on the 16th inst., he will be compelled to cease exercising the duties of a magistrate.

The Gay Deceiver.—A man named Matthews had his pockets picked of about four dollars and a half, in the Allegheny station of the Pittsburgh, Fort Wayne and Chicago Railway, among the cars, last week. The operation was performed by a pickpocket, who, after having for a time won the confidence of his victim, left him.

Run Over Again.—A boy named Anderson was run over by a car on Penn street, yesterday morning, and had his leg broken. He was taken to the hospital, and his injuries were attended to by Dr. Wilson.

Assault and Battery.—Lydia Hamilton, of Brownstown, was arrested on a charge of assault and battery, preferred against her by Anna Watson, his wife. The prosecutor testified that her husband struck her on the head with a stick, and otherwise maltreated her. The defendant was committed to jail in default of bail.

Alderman Johns, of the Seventh ward, testified that the prisoner had admitted the offense charged, and fined him $100, which he promptly paid to the proper authorities.

Assault and Battery.—Testimony of the party who was arrested for assaulting Mr. Forrest in the theatre, on Wednesday evening, was heard before Alderman Wilson, this morning. The prisoner was committed to jail in default of bail. He was taken to the lock-up, and will be brought before the court to-day.

Fire in Birmingham.—About seven o'clock on Wednesday evening a fire was discovered in the paint store of William Simmonds, on Carson street, East Birmingham. The Watercourse and Washington Hose companies were promptly on the ground, but the fire had made such headway that the building was entirely consumed before the flames could be extinguished with buckets.

A similar fire in Birmingham caught the paint shop of Cook on Wednesday evening, but the prompt damage done was slight. The fire originated in the chimney of the building in which the shop is situated.

Accident on Wednesday.—About seven o'clock on Wednesday evening a boy named Hamilton, living on Second street, Birmingham, was thrown from a wagon and severely injured. He was taken to his residence, and his injuries were attended to by Dr. Wilson.

Court of Common Pleas—Judge Stowell.

The following is the trial list for to-day:

No. 110. Cox vs. Holmes.
No. 111. Wolf vs. Rumpelman.
No. 112. Evans vs. Rumpelman.
No. 113. Evans vs. Rumpelman.
No. 114. Evans vs. Rumpelman.
No. 115. Evans vs. Rumpelman.
No. 116. Evans vs. Rumpelman.
No. 117. Evans vs. Rumpelman.
No. 118. Young vs. People's Line of Steamers of Pittsburgh and Cincinnati Packets.

Court of Common Pleas—Judge Sterrett.

Hon. J. P. Penny presented a petition signed by C. F. Reese and Lewis Reese, residents of Pittsburgh, praying for the appointment of Commissioners, under the authority of Wilkinsburgh borough, to view and report upon the propriety of opening Penn avenue, from Braddock's field to the Pittsburgh and Connellsville Railroad, and applying for damages, &c. The petition was granted, and Messrs. Wm. Forsyth, Wm. Wilson and Wm. Wilkins appointed Commissioners for the purpose.

Hon. Wm. Wilkins presented a petition signed by the owners of property on the line of Penn avenue, from the borough boundaries of Wilkinsburgh to the Pittsburgh and Connellsville Railroad, praying for the appointment of Commissioners to view and report upon the propriety of opening the same